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2 COMMONWEALTH OF VIRGINIA
3 DEPARTMENT OF AVIATION
4 5702 Gulfstream Road
5 Richmond, Virginia 23250-2400

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VIRGINIA AVIATION BOARD MEETING

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August 24, 2007

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WYNDHAM HOTEL AND RESORT
5700 Atlantic Avenue
Virginia Beach, Virginia

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9:00 A.M.

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2 VAB Attendees on August 22, 2007

3 MR. ROGER L. OBERNDORF, Chairman

4 MS. MARIANNE RADCLIFF, Vice Chairman

5 MR. RANDALL P. BURDETTE, Director
Department of Aviation

6

7 MR. TERRY J. PAGE, Manager FAA, WADO

8 MR. BOB DIX, REGION 1

9 MR. RICHARD C. FRANKLIN, JR, Region 6

10 MR. ALAN L. WAGNER, Region 7

11 MR. WILLIAM J. KEHOE, Region 5

12 MR. JOHN J. BEALL, JR.
Senior Assistant Attorney General

13

14 DOAV Staff, Federal Government Representatives, Airport

15 Managers and Sponsors, Consultants, Engineers, State

16 Government Representatives, Business Owners, and City

17 and County Representatives

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4 MR. OBERNDORF: I will call the meeting of the
5 Virginia Aviation Board to order. And we start with the
6 Department of Aviation Report. I'm sorry. Do I hear a
7 motion on the minutes?

8 BOARD MEMBER: So move.

9 BOARD MEMBER: Second.

10 MR. OBERNDORF: All in favor approval of the
11 minutes?

12 BOARD MEMBERS: Aye.

13 MR. OBERNDORF: Opposed?

14 NOTE: (No opposition voiced.)

15 MR. OBERNDORF: The ayes have it.

16 We are ready for the Department of
17 Aviation report.

18 MR. BURDETTE: Thank you, sir. Good morning,
19 members of the Board, Mr. Chairman, Ladies and
20 gentlemen. I would like to give you a quick update on
21 Virginia Aviation. First of all, we mentioned the other
22 night at the awards banquet, change is in the air, there
23 are a lot of opportunities before us. The FAA's
24 forecast is for 2015 a doubling of current aviation
25 demand, with a 2025 forecast of actually tripling of

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1 today's demand. We think this presents a great
2 opportunity for Virginia, and we want to be in position
3 to take advantage of it.

4 Some of the things that we are doing to
5 get ready for the demands, increase opportunities, I
6 participated in the joint program development office,
7 JPO, and next June I am participating in the Airport's
8 IPT, helping look at the airports of the future, how we
9 can team with the FAA, and businesses to make them more
10 compatible, and more through foot.

11 We had hoped to have the JPO briefing
12 for you today. Last night the speaker got called away,
13 so we will have it on the agenda for the future.

14 We also do a NAVA System Study, take
15 advantage of the new technology such as AVSB. Cliff and
16 Vernon's team are looking at a state wide system, to see
17 what it would take as we move forward, what our demand
18 will support, and what kind of new systems we will be
19 able to incorporate in the Commonwealth.

20 Also initiated a state-wide system
21 study to prepare and plan for our growth. This was a
22 study that was last done about four-and-a-half years
23 ago. Looking at the Commonwealth as a whole
24 con-perjected growth, working with the FAA, working with
25 our sponsors, airport sponsors say okay, here's how

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1 Virginia is projecting that growth, and here is how we
2 can be prepared for it.

3 We are also initiating with the
4 Virginia Aviation Foundation, work force development
5 studies to determine Virginia/s Aviation needs and
6 opportunities. We know across the nation today that we
7 are having shortage projected on pilots, mechanics,
8 technicians, aviation engineers, across the board in the
9 aviation field. We know we have some shortages. This
10 study will help us determine what kind of shortages, and
11 how Virginia can get this information down to our
12 schools, so the schools can present it to the children,
13 and give them an opportunity to become an aviation
14 professional.

15 We are also working economic
16 development studies to measure our progress. As I say,
17 in the past, it has been done every four to six years;
18 we are going to more now to more like every two years so
19 we can see how we are doing and what progress we are
20 making.

21 Some additional steps we are working
22 on. We worked in a meeting with the air carriers to
23 discuss their growth capacity, opportunities is the next
24 step. As we go forward planning the future of the
25 Commonwealth, we know it's critical that our air carrier

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1 airports work with us because we think that they are
2 going to be the back bone of how we transport a lot of
3 people and products throughout the Commonwealth. We
4 will be working very closely with them. We want to team
5 with the Virginia Airport Operators Council to discuss
6 GA airports, their growth capacity opportunity, the next
7 step in how to promote their economic potential, the
8 communities they serve. Because we think that is
9 something that we really got to get out there and do a
10 VFC on that.

11 We are exploring additional business
12 models to expand capacity, point to point
13 transportation, you will hear a presentation in a few
14 moments on a new venture we are about to undertake and I
15 think you will be excited about that. We want to
16 explore additional aviation air space potentials for
17 Virginia, Wallops Island. We want to make sure we look
18 at not just the aviation of today, but the aviation air
19 space of the future. We have a great presentation from
20 Billy Reed for you today on that as well.

21 I would like to start off with Joe
22 Leader, the executive director of the Air Taxi
23 Association, on a brand new program that we are about to
24 undertake.

25 While Joe works on the computer, let me

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1 just talk quickly about what Joe is up to. At the
2 presentation that was given, the business aspect of
3 aviation on Wednesday, I believe.

4 We had Joe come in and actually present
5 what he is going to show you this morning. For members
6 of the Board, you have been given a short pamphlet here
7 explaining briefly what Joe is going to be talking about
8 with the Air Taxi Association. And, Ray, do you want to
9 chime in on this while we dance a little bit here?

10 RAY: No. (Laughter) Joe can do his own
11 dance on this one.

12 MR. LEADER: I'm used to speaking in this
13 direction, but I will speak directly to the Board.

14 Good morning everyone. My name is Joe
15 Leader, I'm president of the Air Taxi Association. Our
16 chairman is someone you all know very well, which is
17 Dr. Bruce Holmes. I'm meeting with him this afternoon
18 to talk about some of our key initiatives.

19 You can go ahead to the next slide.

20 Our founding operators are Day Jetter, Jet Linear Air,
21 Imaginair Jump Jet, Pogo Satsair, and Virgin Charter.
22 All of the next generation air carriers in America have
23 teamed up with and created the Air Taxi Association. To
24 really push the next generation model so that people can
25 go in and out of any community at lower cost than they

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1 ever could in a charter model, and be able to benefit
2 both the communities and the economic development of
3 America by making it so you can go point to point from
4 anywhere to anywhere. Next slide, please.

5 Our mission is that we are an alliance
6 of next generation of air taxi providers that offer, on
7 demand, direct flight service at greatly reduced prices.
8 Our objective is to stimulate consumer demand, and
9 provide best business practices. To speed the adoption
10 of the next generation air taxi models, in a manner that
11 benefits the industry. If you look at what each of our
12 different carriers are doing from Day Jet, which is
13 starting in Florida it's said next week, which, since
14 they received their Part 135 certification to Satsair
15 and Linear Air that serves the Commonwealth of Virginia
16 today. There is quickly, over the next few years, there
17 is going to be a dynamic or the carriers converge
18 strongly in Virginia. And one of the questions that was
19 asked of me before I came to this meeting this week at
20 Randy's request, was what could we do to further the
21 development of the State of Virginia? So the pamphlet
22 that you see in front of you, after I received the call
23 last week from Randy, and met with Keith in Oshkosh, we
24 very quickly pulled forward a program that we are
25 developing for another state, and we put it in place for

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1 the Commonwealth of Virginia. Because we believe this
2 is a much stronger growth point for all of our combined
3 air carriers. Next slide, please.

4 We are unveiling this localized program
5 first to Virginia, designed to speed market adoption of
6 the air taxi model in Virginia's aviation success, and
7 we worked with our air taxi operators and service
8 providers to create a turnkey solution for municipal
9 airports and FBOs. This covers five key portions. If
10 you could press the next slide, please.

11 All of the Virginia air taxi capable
12 Airports with runways of 2500 feet or more are depicted
13 on the map in front of you. It's many more than people
14 think of, because a lot of times people are thinking of
15 3000, 3500 foot runways. The State of Virginia with
16 sixty-seven airports that meet this criteria, and we
17 believe that about twenty of those, twenty to
18 twenty-five of those will step forward and want to
19 strongly participate in this air taxi program. Next
20 slide, please.

21 The five keys that we view for air taxi
22 success are Success Plane Template that we have worked
23 with the company, the research company that we work with
24 is PMI Media, and they successfully predicted exactly
25 how many aircraft that Eclipses was actually going to

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1 build this year. So we consider their research
2 extremely strong due diligence and very, very well
3 respected in the industry. Ease of access for our air
4 taxi carriers and for our communities, visibility for
5 the people that will be utilizing air taxi services, and
6 awareness tied to that. And then active community
7 involvement, because when you are talking about price
8 points, when you can take a flight within anywhere from
9 two hundred to five hundred nautical miles for a price,
10 you know, between a thousand and two thousand dollars
11 for three people, one of the things is that I often get
12 asked well, what about for one person? Well, we want to
13 make it easier for people to ride share on air taxis,
14 just as they would in HOV lanes. We will get to that in
15 a moment. What we have conducted is a success plan
16 template team. My media has conducted an analysis of
17 the very light and air taxi market through 2016.
18 Initially we were only going to have a ten page template
19 analysis for air taxi success in Virginia, but after
20 working with Randy and Keith, we will have this entire
21 one hundred fifty page report will be customized through
22 and through for the State of Virginia; so we are going
23 to, we are going to make it two different things based
24 on that input from Randy and Keith. Once that is
25 available, that will be available for, that will now be

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1 available as a standard Virginia complete package, that
2 can be given to each of the airports so they can see
3 where their community fits in in the economic
4 development model of air taxis. Next slide, please.

5 The detailed analysis includes market
6 analysis, aviation intra-structure requirements,
7 challenges and opportunities ahead of us in this next
8 decade. Market dynamics and very light jet operational
9 information and projection; so this, one of the things
10 that the Association is also working to do is air
11 carriers all have different standards of operations and
12 what they expect. At the general aviation airports when
13 we arrive. We are working among the ten carriers to
14 standardize those models, so that there are not
15 different expectations from different carriers; so that
16 everyone can have one common set of understanding as we
17 move forward. Next slide, please.

18 The Air Taxi Reservation System. This
19 is an example done for Manassas. I know that is a
20 little bit difficult to see from this distance, but
21 basically a system like this normally is a customed
22 developed, costs about \$50,000 per seat, and we are
23 including this for free as part of the Air Taxi
24 Association, what we are doing to push forward each of
25 the communities. It's a booking system showing route

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1 capabilities and airports from your location to
2 anywhere. And one of the big obstacles that we have
3 seen is people don't even know the general aviation
4 airports; because they are used to orbits or expedia.
5 They don't know where they can go. They start typing in
6 Dulles, and that's the exact place we don't want them to
7 go. We want them to go into secondary general aviation
8 airports; that have more utilization capacity. So what,
9 the module up there, right underneath the map, that
10 shows where all the different possibilities are. You
11 type in your exact address of where your meeting is,
12 where your destination is. It takes you from your home
13 to your end destination, showing your different general
14 Aviation Airports that are nearby. It's neutral and
15 able to work with any operator. And I know you can't
16 see it from this distance, but while the air taxi
17 operators are up there, you also see companies that are
18 also charter operators, such as Chantilly Air, working
19 out of Manassas. Chantilly Air is not a member of the
20 Air Traffic Association, but we believe it is our
21 obligation as an industry push awareness to make sure
22 that any charter operation that services that airport is
23 visible and can be accessed by passengers. So we are
24 working to push that.

25 As we move forward with the State of

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1 Virginia, we believe that more of the air charter
2 operators will begin working with us in time to connect
3 IT which charges no, there is no booking fee, there is
4 no per look up reservation fee, there is no percentage
5 fee; this is a neutral serve the industry tool.

6 Now one of the things that I asked her
7 to do, as we go forward with this, is that we adopt an
8 industry standard for safety. So as you see these
9 various vendors up there, they will eventually have an
10 AZAO standard for safety analysis or Livern or an Argus.
11 We are still working that standard to insure that as the
12 consumer goes on there, they can tell who has gone
13 through an independent safety audit. It's kind of a
14 background about them.

15 Moving forward to the next case. The
16 ease of access in education. We really want to educate
17 customers and businesses about their time value enabling
18 more passengers to fly. One of the things, this is not
19 the visual representation; this is the text
20 representation. But one of the things that we are
21 integrating into the overall neutral reservation system,
22 it will show you how much time you will save versus
23 taking a flight to Dulles, connecting and going to your
24 destination. If you are right next to Dulles Airport it
25 will show that there is a commercial carrier. Your

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1 flight savings versus cost savings won't be nearly as
2 much but it will show all the options to you. But for
3 so many of our communities where connecting is not
4 viewed as an option but a necessity of conducting
5 travel, it really shows the time value of money to all
6 these operators, especially when you get down to a price
7 point where you see, where sales people are trying to
8 hit multiple cities in a day. It makes it very
9 economical, no matter what the person makes. It is no
10 longer for the CEO of the company; it is for the sales
11 person, for the manager. It's going to get to the point
12 where it's for every person that wants, who places a
13 value on their time.

14 The air taxi ready designation is going
15 to be depicted not only within the State of Virginia,
16 but on all connect IT reservation systems across the
17 nation. This includes Statsair, which their connect IT
18 system will be up in the next thirty days. And what it
19 will do is that when these cities are depicted and that
20 they show that they are working to drive demand, they
21 will have the air taxi designation next to their airport
22 icon, and it will help to create an additional pull
23 effect. And then we are going to have further
24 certification of air, of operations based on facilities.
25 We are working, as I said again, to make common

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1 definitions, because Day Jet, for example, has their day
2 port, day stop markation. We are taking that and we are
3 applying it so that all of the carriers agree this the
4 level that we need to see to have operations into this
5 airport.

6 But the great news is today, every
7 single one of the airports that are depicted are capable
8 of servicing Statsair, Imaginair, and for the most part
9 Linear Air today. User information captures, built into
10 the reservation systems interface, one of the things
11 that we see a lot of times, there are people that want
12 to reach out and connect to individual airports, and
13 connect to the Department of Aviation. We want to make
14 it as easy as possible for them to do a quick
15 registration so that they can stay in contact and find
16 out what is going on in their community, and stay in
17 close touch. It allows constant contacts from you and
18 the Association to build your total base of customers
19 that are utilizing aviation in the Commonwealth of
20 Virginia.

21 And then finally the one thing that we
22 are integrating back into the Air Taxi Association web
23 site is a form for your community and also for the State
24 of Virginia. What we are doing is that we want to see
25 individuals start to tie together, that maybe they would

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1 have want to spend for just themselves between a
2 thousand or two thousand dollars on a round trip flight.
3 But if they find a person that is going to the same
4 destination, the same week, you are going to start to
5 see ride sharing of these air taxi operations. That's
6 healthy. It is not legal for the carriers to do this on
7 their own. It is completely legal for people to meet in
8 an open forum and discuss their needs and their travel
9 and their perception, and to have a discussion back and
10 forth about when they would like to travel. That's what
11 we would like to help facilitate; so that it is not just
12 per seat on demand, it's coordination and ride sharing
13 of an air taxi.

14 That is it. I promised a brief
15 presentation, and with that I will open up to questions.
16 Please.

17 BOARD MEMBER: The majority of these air taxi,
18 people are running VLJs, if I'm not mistaken?

19 MR. LEADER: That is correct. Nearly three
20 thousand VLJs will be utilized. Fourteen hundred of
21 them are on order from Day Jet.

22 BOARD MEMBER: As I understand it, VLJ if you,
23 full of fuel, and may carry three passengers, three
24 people total. Two crew and one person. Is that
25 correct?

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1 MR. LEADER: No. It depends. If you are
2 looking at max range scenarios, if you are looking at
3 going, one of the things that I think is a bit
4 misleading about the Eclipse 500, if you go to their web
5 site and you do nautical circle miles, and you will see
6 that their nautical circle miles are designed for one
7 pilot flying with a full load of fuel. If you look at
8 what the jet can do and what it is capable of doing, you
9 are going to look at an average trip of around five
10 hundred nautical miles max. If you do really load up
11 the plane, you will get down to about four hundred
12 nautical miles on the Eclipse 500. But that is
13 comparable, if you look at our average trip length today
14 within the air taxi community, that is comparable to
15 what we are seeing. Is that you are seeing these
16 aircraft utilized on the FR22s, they are utilized by
17 Satsair, and Imaginair. They are utilized on max
18 missions normally of two hours on average, and that
19 matches up perfectly with the four hundred nautical
20 miles you can cover in one hour on a VLJ. Please.

21 MR. WAGNER: Let's say I may have four or five
22 operators in Danville, Annapolis, or some place like
23 that. Virginia and Miami, too. Do I get the flight?

24 MR. LEADER: Absolutely. The system is
25 designed, again. We created this system and we have our

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1 Board meeting in Atlanta at the end of September. We
2 received pre-approval from all of our Board members,
3 that this is not the exclusive domain of air taxi
4 operators. We are setting up an associate membership
5 level where it's lower cost of entry, and with that we
6 also include all the same pre-tools, including connect
7 IT, that you can be set up on this reservation system,
8 and not only that, once you are on a connect IT, your
9 fare base is based on the route, how much you charge for
10 leaving and landing and such. It's all included. There
11 is no, many of the systems out there today are broker
12 operated like Virgin Charter, charges three to four
13 percent, zero percent. So it's done. Again, this is to
14 build up the industry, that we are doing all this. We
15 want to open up the Association broadly. This is not
16 just focused on these next end companies. We are
17 wanting to bring everyone together towards this next end
18 push. And right now, you know, one of the things that
19 Virgin Charter, the reason that they insisted on getting
20 involved in this early, their average flight cost, they
21 are estimating on Virgin Charter is going to be twenty
22 thousand dollars. That's well above the range of what
23 we anticipated for the Air Taxi Association. So, what
24 we want to do is, we are looking to fill the gap between
25 one thousand dollars and ten thousand dollars that is

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1 not there. And then above ten thousand dollars, you
2 move well into the range of traditional charter. But if
3 Virgin Charter is estimating at twenty thousand dollars
4 flight price. I think there is room for everyone to
5 fly. I mean they view the value of connecting everyone
6 together, as well. And also, Connect IT with Virgin
7 Charter, if you do want to sell empty legs, for example,
8 the system will automatically populate on Virgin Charter
9 when they launch at the end of September, that you can
10 sell empty legs in a national network very quickly and
11 easily. There is where you give up the percentage. But
12 an empty leg, we all know that is all profit. And the
13 other thing we are working on putting into Connect IT is
14 making it what Imaginair has called aircraft positioning
15 for the day. So they base all their, all their aircraft
16 are based out of Atlanta, and so they will position an
17 aircraft in the day let's say in Huntsville. Well, it's
18 sitting there waiting for a person that is having all
19 day meetings in Huntsville, and they get an extremely
20 discounted fare for flying back. Well, for that day,
21 that airport in Huntsville is an Imaginair base. And so
22 they want to make it so that they pass on the discount
23 to customers, because the aircraft is sitting there
24 doing nothing, and can go on a mission so long as they
25 can go on a mission and get back to pick up the

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1 passenger. So this is more and more the logic we are
2 building in. To make a system that we can implement in
3 thirty days for any airport, or any charter operation.
4 This took a lot of work, and we are also working with
5 different technology providers. So it's a neutral
6 system. The system that we are using is trip ordundant,
7 handles twelve billion telecommunications request a
8 month. So we are on a system that is over-powered for
9 the air taxi world. But again, there is no
10 communications charge. There is no per look up charge.
11 We are doing this to build up the industry. And passing
12 this along at a price that it's simply a, you know, a
13 minimal we want to pay a price for the Association, and
14 that, that and our members are helping to supplement
15 this.

16 MR. OBERNDORF: Any other questions? Questions
17 from the audience?

18 MR. BURDETTE: I think we do have Frank from
19 Culpeper, do you want to look at joining in? I think he
20 has some express interest in one. So we got some people
21 we have to do some work with and see what we can do to
22 roll this out. Thank you very much.

23 MR. LEADER: I will change our computers again.

24 MR. BURDETTE: I think this is a kind of
25 exciting for us. I think it's a way to build the market

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1 and provide service to the community up there, and
2 looking forward to working with Joe and his team.

3 Our next presenter, I wanted to, let's
4 talk about things we are doing today, and some things
5 for tomorrow. Looking forward that the Virginia
6 Commercial Space Authority. I was able to coerce, beg,
7 Billy to come out and give us a brief overview of all
8 the good things that are going on at Wallops Island and
9 how we can be a player in support of that effort.
10 Billy.

11 BILLY: You will have to check me out on this
12 system up here. Good morning, ladies and gentlemen of
13 the Board. I appreciate the opportunity and Randy's
14 invitation to be here. I'm sorry I wasn't available for
15 your visit in May up to the facility; but I hope my
16 cohorts in crime took care of you very well. So, what's
17 the secret here?

18 Like Randy said, the Space Flight
19 Authority in Virginia is about twelve years old. We
20 have adopted a name for the space port up there called
21 the Mid-Atlantic Regional Space Port. That is because
22 Maryland is now involved with us, so we just couldn't
23 call it Virginia any more. So that's part of it.

24 I presented this slide to the governor
25 a couple or three weeks ago. He kind of liked it. I

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1 kind of liked it, too, I should kind of trademark, I
2 guess. We certainly have a rich history here in
3 Virginia as being a port to the world, especially here
4 in the Norfolk Tidewater area. What Mars is all about,
5 Mars is an axiom, and that's kind of cool, you know, say
6 Mars, whatever. (Laughter) We kind of want to be the
7 world's portal to the universe. That's a big dream but
8 it certainly is possible with what we have here; so that
9 is kind of what we are about, and I wanted to talk very
10 briefly about what we do, as this could be hours, but
11 Randy says you have five minutes. Okay.

12 We are in the business of providing
13 access to space, what we call rapidly responsive, that
14 is in a hurry. In this nation we know how to send the
15 very best if you really want to, in less than fifteen
16 minutes to the other side of the world. In a weapons
17 context, we know how to launch satellites, and it takes
18 about year-and-a-half to two years to do one of those.
19 So we are trying to close the gap from a year-and-a-half
20 to two years down to something, certainly more than
21 fifteen minutes but certainly down into a period of days
22 and weeks.

23 At low cost, and our forte up there is
24 a small to mid-class. Wallop has been around since
25 1945. It was a precursor, it was part of NACA, before

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1 NASA was ordained per se, it was an old Naval Auxiliary
2 Air Station in the '50s, it was before the war,
3 actually. So it capitalizes on that. They have 16,000
4 launches to their credit up there, more than ten times
5 that of the Cape. That gives you some idea about how
6 busy it has been, and we are trying to make it busy
7 again. We also do technology, promote education, pay
8 our big bill as regional economic development.

9 So here's the picture. The Board had
10 the opportunity to see this in May. Many of you
11 probably have not. This, before you, is Wallops Island
12 itself. It's one of three land masses that we share
13 with NASA as a state entity. We own, that is the state
14 owns, the Authority owns two launch pads on the extreme
15 southern end of the island. Pad A and Pad B. Zero
16 before. The southern most, Pad B, is our newest
17 facility, and that's where the most recent launches have
18 taken place. As you can see, it's really close to the
19 water. That is both positive and negative. We don't
20 overfly anybody on the way to space. The negative side
21 is northeastern give us a fit. Okay.

22 Next, if it will go. That is another
23 perspective of it. From a perspective, many of you are
24 more used to in a way if you fly by off shore through
25 the restricted area.

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1 Anyway, just a couple of pictures here.

2 This was a shot taken on 7:00 A.M. precisely on December

3 the 16th. That was the lift off of our first mission

4 from Pad 0-B that we developed. It was a minitar

5 rocket, which is basically the first two stages of the

6 Minute Man plow shares, you know, the weapons to plow

7 shares program within the Air Force. And the upper two

8 stages are Pegasus stages built by Orbital Sciences up

9 in Dulles, and it is strictly for government use right

10 now. But that was the tach set, two tactical satellite

11 No. 2 launch up there. Was a CAVU morning. I mean I

12 have pictures from Litchfield, Ohio, St. Louis, and

13 Cleveland of this launch. I mean it was a dry, cool

14 morning. Couldn't have asked for any better.

15 Next. That's just a couple of seconds

16 after lift-off. It gets out of there pretty quick.

17 That's across the beautiful marshes there at Wallops.

18 Next. And here we go on into orbit.

19 It was a perfect launch for us. It validated our

20 existence after twelve years of struggle. It has opened

21 the door, you might say, to a lot of other interests. We

22 have had another launch since then on the 24th of April.

23 We launched an Empire satellite for the Missile Defense

24 Agency on the same vehicle.

25 Next, this is probably of more interest

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1 to you at the moment, and me, too, this is the airport
2 up there, the NASA facility. A little bit about our
3 relationship with NASA. We have a love-hate --
4 (Laughter) No, we have a wonderful relationship with
5 the Federal Agency. We were kind of the first entity in
6 1997 that paved the way into a dual use arrangement with
7 NASA. DOD had a longer track record doing that, but not
8 NASA. NASA loves to remember what it was like in the
9 '50s and '60s, when we were trying to race the Russians
10 to wherever; when they had tons of money and freedom to
11 do what they want. It's not true any more. And so we
12 have to learn to reshape things. And so we were kind of
13 a, in the Commonwealth of Virginia, the guinea pig of
14 putting together an arrangement whereby the state could
15 invest in infrastructure on Federal property owned by
16 NASA. It's worked fairly well, I will say. We have
17 learned a lot.

18 Anyway, back to the airport. Not a
19 whole lot to say. The longest runway 8750 by 150 feet
20 wide. It's 4-22. The south end, as Jim reminds me, is
21 the only way that we have any space to add anything.
22 We'll come back to it. While we are there, there's an
23 arrow up there that says Basist Hangar. I don't know if
24 any of you are familiar with Basist operation; we
25 finally have been successful in bringing that company

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1 into the Commonwealth. They do modifications of large
2 aircraft. We have a triple seven sitting on the ramp up
3 there right now so the Sheik of Araby can do by, or
4 wherever he's from. It's outfitting it, you know, with
5 marble and gold. It's just -- We are very, very happy
6 about that. And Basist is in the process right now of
7 building a new hangar that is co-located with a fence up
8 in the tree area, and they will continue that operation;
9 so we brought them out of Delaware and we are very happy
10 they are here. Anyway, next.

11 I want to talk to you a little bit
12 about why I'm here, and maybe why Randy had me come.
13 Okay? There is a very large propensity at the moment to
14 move into what I call horizontal launches. They are not
15 new. The aircraft on the left is an L1011, with the
16 orbital Pegasus hanging underneath. We have launched
17 nine of those from Wallops. Probably didn't even know
18 that. Kind of quiet. So when I say horizontal launch,
19 that means pretty much what it says. It's an aircraft
20 that is the first stage of a rocket. That helps a whole
21 lot, and it uses an airport-like facility. There are
22 several companies right now that we are working with.
23 One is called Key Space. That airplane is dropping the
24 shape from right now. It looks like one you may
25 recognize a little bit later, but that is going to go on

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1 to a triple 7 or 747 platform as a first stage of the
2 launch vehicle, and we would certainly like to operate
3 them out of that facility up there. Next.

4 This is one, it's a C-17 with another
5 air drop type launch vehicle that is being developed
6 right now for the Air Force. But they have commercial
7 uses in mind for it for small satellite launches by Air
8 Launch LLC. They are funded through a DARPA Agency right
9 now, and we have been flying the C-17. We are going to
10 do that demonstration mission, hopefully, next year, if
11 their funding continues. Next, please.

12 You remember a couple years ago space
13 ship won the first, quote, Civilian Astronaut to go in
14 space? That activity has been purchased by a very
15 prominent gentleman called Bronson. Virgin Atlantic.
16 You might know, the guy likes to go around the world in
17 balloons and stuff like that. That space ship, too,
18 hanging underneath, that right now, his principal point
19 of operation is in New Mexico. But that's nice for a go
20 up vertically, you know, throw up and come back down.
21 (Laughter type operation, but, you know, we are more
22 interested in point to point. In, while I'm on point to
23 point, we are working right now with the J Cocks here in
24 Virginia to see what the Commonwealth needs to do.
25 Randy has been to a couple of those meetings with us.

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1 One of the things that Virginia is interested in is
2 something called V Prize. As in Virginia prize. You
3 remember? Who flew the Atlantic? Wasn't it that
4 Lingberg fellow? He did that in response, right, to a
5 prize. There were several of them. He just happened to
6 get there a little sooner than a couple of the others.
7 What we are trying to do is through this V Prize
8 activity, and it's not me, it's a separate LLC that has
9 been set up and, you know, bid on. It's to pay a prize
10 for the first person that takes off from Virginia and
11 lands in Europe in a point to point XO atmospheric type
12 system. So it's taking off, and this is the kind of
13 vehicle that may be used in something like that. Next.

14 As we stand right now, there is a huge
15 growth in space tourism. There is seven people that
16 have spent over twenty-five million dollars to ride on a
17 Russian vehicle to the space station. It's out of my
18 range. Talked to my Board, but it's not there. Anyway,
19 but now it is this stuff like Virgin Galactic, it's got
20 going on, their price point is down in the 250 to
21 500,000 range, still out of my pocket range, but they
22 have done tons of studies and there are just lots of
23 people in the world that want to adventure tourism. I
24 mean they climb Mt. Everest, they do things that are
25 really, you know, kind of dumb in certain ways. Going

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1 weightless and going into space is one of them. And so
2 we have to be careful not to throw cold water on that.
3 It's a big deal. I'm going to New Mexico in October,
4 speaking to a conference out there, a personal space
5 like approach. So we are working that. So there is a
6 huge opportunity there to take advantage of space
7 tourism. As I said, a lot of it is going to be
8 horizontal. Either arch -- Hey, they got to come back,
9 right? We hope. (Laughter) Some of them will be
10 horizontal landing, because a lot of them are like the
11 space shuttle, the glider type evolution. So, as I said
12 already, there is a great growth in horizontal launch
13 and landing. And we have the right stuff. I mean, you
14 know, it's like real estate, location, location,
15 location. You know, it is 150 feet from the edge of the
16 road at my pad up there to the ocean. We overfly
17 nothing. It's a long ways to South Africa. Over open
18 water. And I'm sorry, New Mexico can't quite do that.
19 And neither, none of the inland space ports can. And
20 the Cape, down in Cape Canaveral in Florida, their
21 mission is an Air Force mission. They are not really
22 interested in having a whole bunch of tourist activities
23 down there. Because it supports a different type of
24 activity. And so, duh, you know, it might just fall in
25 our lap, but we need to do a little work. We also have

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1 existing facilities, licenses, and so forth. We are one
2 of five land based FAA licensed space ports in the
3 nation. A lot of people don't know that, but it's quite
4 a benefit. Without need, it would be inappropriate to
5 say, but we really, right now, I'm working with Randy,
6 the Department of Tourism in the Commonwealth, a lot of
7 other people, we do have needs. And a lot of it is just
8 promotion of our own capabilities there. You would be
9 surprised the number of people that live here in the
10 Commonwealth that don't even know we exist. No matter
11 what you do. It's a daily, learning, and teaching
12 process. You couple that with people in the Air Force
13 that think they only launch at the Cape or in Vandenberg
14 in California. You have a tough problem. But we have
15 overcome that now with these -- General Chilton, who is
16 the head man, four star, SMC, was asking the other day,
17 can you tell me why I'm launching from a commercial
18 space port on a NASA facility instead of a facility that
19 I put millions of dollars in each year in Florida in the
20 Cape? My answer was real quick, sir, it's cheaper. And
21 secondly, you are the number one customer for us. You
22 are the big dog on the block, so keep on coming. What
23 we really need, and I know that we have looked at this
24 in the past, and we continue to look at it, right now we
25 are VFR only airport up there. And we need to go back

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1 with additional approaches, maybe some additional air
2 navigation equipment, certainly maybe even lots
3 approach, or just a plain GPS approved approach would be
4 helpful, to bring our capability back up a little bit.
5 Some of these guys that take off, I mean, you know we
6 are a shuttle landing facility. A lot of people don't
7 realize that. A shuttle has to abort on the way to
8 space in the northerly route. We can land them, but it
9 becomes a permanent facility in our (Laughter) Because
10 we don't have enough runway to load him on a 47 and get
11 him back out of there. And the same is true. I mean we
12 got, we have landed the Anacoz there; we have triple 7s;
13 we have C-5s; we train NBGs in there, and we have a lot
14 of capability, the 8750, but we don't have 10,000. And
15 Jim and I years ago looked at extending 0422 to ten
16 thousand feet inside the fence. It's doable; you don't
17 have much over-run, but that kind of stuff we need to
18 think about in terms of being able to move forward. We
19 are working, Randy and I are right now, with our friends
20 at NASA, to try to, to try to craft together some sort
21 of a dual-use type agreement where, you know, NASA
22 cringes at public use, I mean, you know, they just
23 imagine everybody wanting to go to the pony penny, you
24 know, (laughter) in their 182 whatever. And that is

25 really not what it is. But the air taxi thing, we have

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1 looked at that in the past, and we have looked at a lot
2 of other things, and having Basist as an anchor tenant
3 up there right now, flying commercial aircraft in there
4 for modification, it's kind of tch tch tch cracks the
5 mold. And so we want to continue with that, and then
6 perhaps we can be successful in coming up with some kind
7 of a, quote, dual use model that is very prevalent like
8 in Richmond and Albuquerque and the list goes on and on.
9 So, I believe that's it. If you hit the button, I'm
10 going to probably exit the state. I would be willing to
11 entertain questions within your schedule, sir.

12 MR. BURDETTE: Open to questions? I would like
13 to thank Billy for coming out. As Billy said, I think
14 there is a tremendous amount of opportunity here, and I
15 look forward to working with him and working, crafting
16 joint use, or public use, or some form that we can help
17 support NASA.

18 Also, like to point out that Dr. Wagner
19 is a member of the space museum, aren't you, Dr. Wagner?

20 MR. WAGNER: (Unable to hear)

21 BILLY: Welcome you there. We will be on that
22 together.

23 MR. OBERNDORF: A 747 can use Wallop Island?

24 BILLY: Yes, sir.

25 MR. OBERNDORF: How come we can land a 747; in

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1 Norfolk for less than ten thousand feet?

2 BILLY: Oh, we do. You can. It's with a pay
3 load on board like the shuttle --

4 MR. OBERNDORF: Pay load on board?

5 BILLY: Shuttle is a special consideration. It
6 creates a less than arrow dynamic optimum for the
7 aircraft, you might say.

8 BOARD MEMBERS: What length do you need, ten or
9 twelve?

10 BILLY: Comparitively I think ten thousand feet
11 is about the minimum that people look at. As an aside,
12 I mean, they are looking right now at commercializing
13 the shuttle landing facility in Florida. I have in my
14 possession an environmental assessment to do so, and
15 they are moving forward with that, and they have a long
16 list of people right now that have signed up and
17 committed to building hangar space and so forth, you
18 know, take advantage of that. I think that facility is
19 13,000. But, so it's not alien to NASA as their budget
20 shrinks. Yes, sir.

21 BOARD MEMBER: What is the longest runway which
22 could be built?

23 BILLY: Within a sense, without any extravagant
24 means, like piling. I mean you go to LaGuardia, and
25 half of one of their runways is out over the bay, I mean

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1 we have that opportunity to the north, northeast, but
2 within in the sense, it's about -- We looked at that,
3 Jim, it was about close to 11,000 feet. The County has
4 been very supportive in terms of, you know, restricting
5 building codes and so forth, with respect to approaches
6 and stuff, so they kind of protected that should we ever
7 need to go in that direction.

8 BOARD MEMBER: Runway safety?

9 BILLY: Safety area. That's right. We might
10 have to put some lighting systems in Farmer Brown's
11 cabbage patch.

12 BOARD MEMBER: (Unable to understand)

13 MR. BURDETTE: Thank you very much.

14 Many of you have heard the governor
15 speak and he has talked very highly about all the
16 capabilities that Dulles brings to Virginia and the
17 Commonwealth. Also Virginia Port Authority, and being
18 one of the few states that have that access. Billy and
19 I think that the third leg of that triad could be
20 Wallops Island and our access to space. We would love
21 to see that come about.

22 Some preliminary accident summaries,
23 since we got together last time, we have had five
24 accidents in June. We had a Beach 35 land in the lake
25 due to fuel starvation, no additional details to date on

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1 that. In July was a tough month for us. We had four
2 accidents. An XT912 forced landing in a field. We
3 believe at this point it's a fuel starvation. We have
4 two fatalities, a light board aircraft Titan and an
5 Ultralight, unknown circumstances. Then we had a PA25
6 crash into the trees upon take-off. Circumstances
7 unknown at this time.

8 A little bit of look, collectively.
9 2007 so far, we have had ten accidents in the single
10 engine, one rotor, one multi-engine land, one
11 experimental, one LSA and one Ultralight. That
12 compares, unfortunately, on track with 2006, last year,
13 which was one of our worst years. We had twenty-five
14 accidents last year, and we are on a trend,
15 unfortunately. How many accidents? You can see that
16 July was our worst month to date. And, of course, we
17 haven't finished out the year yet. We keep monitoring
18 these things.

19 Some classification, single engine land
20 continues to dominate as far as where the accidents are
21 occurring.

22 Location of accidents, again, still no
23 real trend. As we look across there, we can't say that
24 a segment of our population. The dots seems to coincide
25 with the flying hours. It's not a problem in the

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1 navigation system nor in the traffic.

2 Injuries and fatalities, we have no
3 real trend down to here. There are three fatalities;
4 two of them we got last month.

5 Weather. This is a definite trend.
6 You can see that the majority of our accidents by far,
7 only one tenth of our accidents are IFR related. We
8 talk about flying the IFR environment being the most
9 challenging; that's not always the case. We have had
10 flights into, VFR flights into weather conditions, we
11 have had fuel starvation, we have had other things. VFR
12 continues to be our biggest challenge. We went to get
13 to the pilots and help remind them of the safety issue.

14 Pilot residency and another trend you
15 will see, the 2005, 2006 and 2007, we are seeing more of
16 our accidents come from non-resident pilots. People
17 coming into Virginia to do business, to visit, the
18 tourism, things of that nature, we are seeing a growth
19 in that area. We don't have a definite trend on
20 resident pilots, although we continue to reach out to
21 them to remind them of safety issues.

22 Little help on it, Keith. There we go.
23 Causes. No real trend analysis on the causes. We can't
24 say it's all landing, it's all fuel management. We have
25 a disburse chart on that one.

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1 How do we compare with the U.S? This
2 chart we update everytime for you. Basically, we own,
3 we fly, we own three percent of the aircraft across the
4 United States, and we are flying approximately three
5 percent of the hours, still, with the latest FAA data.
6 Our accident rate is 2.1 percent, which is much higher
7 than we would like to see it. Less than a proportionate
8 of the number of aircraft and hours flown, however.

9 Aviation Safety Education. We have our
10 fall safety seminar beginning October 22nd to the 25th.
11 Our guest speaker is Allen Poffer. He has given, he
12 will be looking at our safety record and introducing
13 regulations, what every pilot needs to know, and asking
14 him somewhat to what we find on our trend. We team up
15 with APO on this to reduce cost in helping getting the
16 word out. Next slide, please.

17 I want to give you over some of the
18 upcoming flight plans. We have a lot going on on the
19 flight target. Starting today is Tangier Island's
20 homecoming. They have a festival out there for three
21 days. September 31st (sic) Warren-Fauquier Airport has
22 a three day -- They will have a B17 out there selling
23 rides. I believe it's about 3.50. Does anybody recall
24 the price on that exactly? Anyway, if you want a B17
25 ride, they will be there for three days selling rides.

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1 September, Louisa County Airport air show on the 1st.

2 2nd is New Kent. Where is Bill? Billy are you here?

3 BILLY: I'm here.

4 MR. BURDETTE: Quick note for a sales or

5 anything? Just come and have fun?

6 BILLY: We have a band this year which is above

7 and beyond what we have had before, and we are also

8 going to fly on Eagles that day, which we usually don't

9 do.

10 MR. BURDETTE: Great. So come up with Bill, and

11 he will pay all your costs, and have, you know --

12 (Laughter) Have fun with Bill. On the 8th we have the

13 Tappahannock Airport opening. I understand it is not

14 the grand opening, we are working to get together for

15 the grand opening, and that date will be announced later

16 on. The 8th to the 11th is an Saline Conference, I will

17 be in Portland, Oregon, looking to the other states,

18 seeing what they are doing in aviation, and what we can

19 bring back to Virginia. On the 13th, Suffolk Airport,

20 pancake breakfast. I'm sorry. Stafford, not Suffolk.

21 On the 22nd to the 23rd EA flying in at Winchester.

22 24th to the 27th MBAA in Atlanta, Georgia. We will be

23 representing the state. We will have about a thirty

24 foot display there looking to bring business into

25 Virginia. Wingswheel and Tumble Airport on the 29th.

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1 Going into October, thd 3rd to the 6th is the AOP Expo
2 at Hartford, Connecticut, for those of you who would
3 like to go, that's a good show. The 7th is the
4 Wingswheels and Ducks at Stafford Airport. It's a
5 motorcycle show, car show, flying in, and give away a
6 motorcycle. On the 11th to the 14th C&F Suffolk, they
7 always have some aviation proponents for that. It's an
8 interesting event, whether you love motorcycles, or
9 cars, or airplanes. They have a little bit of
10 everything down there during that time. The 20th to the
11 21st Wings Over Chesterfield. A nice event, well done.
12 Our safety seminar starts the 22nd to the 23rd, 24th and
13 25th, So as you see, going into the fall season, we have
14 a very active aviation line up. Next slide, please.

15 *** as teaming. We are teamed with
16 everything and everyone we can to try to get the word
17 out about aviation, and word out about Virginia. Next
18 slide, please.

19 That completes my presentation. May I
20 have your question, Board members.

21 MR. OBERNDORF: Questions from the Board? From
22 the audience?

23 BOARD MEMBER: Unable to hear and understand.

24 MR. BURDETTE: Thank you very much. Did I miss
25 anyone else? I was going from the caledar we had. Are

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1 you guys on our state calendar? Thank you.

2 MR. OBERNDORF: Thank you, Randy.

3 Next we will hear from Terry Page, from
4 the FAA Washington headquarters. Mr. Page.

5 MR. PAGE: Thank you, Mr. Chairman, members of
6 the Board, Department, ladies and gentlemen, just a
7 quick summary of status of FAA and a few items. Make is
8 quick here this morning.

9 First off, I would like to thank the
10 Department, Department members, Planning Board, they put
11 together this conference, it has been a wonderful
12 conference. Good chance for me to bring some people
13 from FAA from New York down to see truly Virginia is one
14 of the most forward states in aviation and airport
15 development and it was good for them to see that a
16 dollar invested in Virginia is a dollar well spent.
17 Thank you all for a good impression and taking care of
18 my boss and bosses that came down, all of us from FAA,
19 and we certainly have enjoyed it.

20 Second on the list. I gave a short
21 presentation to the VAOC members earlier, and also a
22 copy of some changes in our Federal eligibility for AIP
23 to Cliff, just to make sure that as requests come in to
24 you for matching funds, you will know there is a good
25 changes in what is eligible under the Federal side.

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1 There was a program guidance letter issued here, just
2 earlier this month on some changes for the eligibility,
3 and Cliff has a copy so the Department will have it.
4 There is an extra copy here. I will make it available
5 to the Board, if you are interested. I don't know, I
6 think it will be something you will really want to see
7 in detail. But there are about six or seven areas that
8 they have defined eligibility better on our program, and
9 I think it would be beneficial to the Board and the
10 Department knows that a sponsor comes in and wanting
11 matching funds for these items, items that maybe seem a
12 little odd at times, you will know whether or not they
13 are eligible, make sure they are on the Federal program.
14 Some of them are items such as replacing the struts on
15 arc vehicle. Apparently there is a common failure of
16 the struts on some of the arc vehicle so that is
17 considered a rehabilitation to extend the life of the
18 vehicle is eligible. And it details the eligibility on
19 emergency generators, coach light systems, where we have
20 LPV approach to compliment the approaches; those type of
21 issues. I have an extra copy here, too, that I will
22 give to the Department, make sure they have got it.

23 The last thing on my agenda is the
24 grant program, where we stand. We are wrapping up 2007.
25 All our grants have to be out, back to us by the end of

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1 this month, so I can't give you a final report. As most
2 of you know, traditionally every October I will give you
3 the wrap up of not only the dollars but what we bought
4 with those dollars, what did that investment buy in
5 Virginia, how much, what safety projects, how much was
6 spent in the safety arena, improving capacity,
7 rehabilitating our existing intra-structure, new
8 construction. I will go through that list in October,
9 and give you the real wrap up. Today, where we stand,
10 is we are over eighty million dollars grant projects in
11 Virginia. Of that about fifty-three million dollars of
12 it is discretionary funding, twenty-seven million
13 dollars, I believe, is entitlement funding, roughly that
14 break. We are still expecting more projects. I brought
15 with me four or five grants for Virginia airports,
16 grants for the State system planning. I'm calling back
17 to my office about every four hours to see if those have
18 been released for me to go ahead and sign the grant.
19 They haven't been yet, so I will call even once more
20 before the conference is over. But we will still have
21 another five to ten million dollars worth of grants that
22 will go out here at the very end; so we are always in
23 the hunt to get those last dollars. The sponsors and
24 consultants have done a real good job of getting
25 together the bids. The applications in, so we can snag

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1 any last dollars that are out there for our Virginia
2 airports; so I thank you all the sponsors. We had a
3 very good years this year.

4 MR. BURDETTE: Terry, I would just like a
5 personal word, thank you, for all your help on the
6 system planning funds. For those of you who don't know,
7 Terry has been very instrumental in helping us getting
8 system planning funds, look to the future, getting
9 Virginia **** Terry's help. Thank you very much on
10 that.

11 MR. PAGE: This year it will be a grant for
12 \$900,000 work up, I think we call it F&E. Even though
13 it's not really a traditional F&E. It's not always
14 ground based physical NAV base any more. We have to
15 look also at the LPV approach, satellite base
16 approaches, and integrating that into your overall
17 system and planning for the future for Virginia's
18 instrument approach procedure. So that will be a good
19 project going forward, and that grant will be issued
20 this year.

21 So I will give you a final wrap up of
22 the program in October. Final dollars. It will be in
23 the order of eighty-nine to ninety million dollars,
24 which will be one of the largest years we have had. I
25 think the largest we have ever had in Virginia has been

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1 ninety-two million dollars. It will be right up there
2 in the top. Don't expect as much next year, but at
3 least we got all we can while the getting is good.

4 That's all I have this morning, Mr.
5 Chairman. I will certainly take any questions.

6 MR. OBERNDORF: Thank you, sir. Any questions
7 from the Board? From the audience? Thank you very
8 much.

9 MR. PAGE: Thank you.

10 MR. OBERNDORF: Next we will hear from Mark
11 Courtney, Virginia Aviation Operation.

12 MR. COURTNEY: Good morning Mr. Chairman,
13 members of the Board. First of all I want to report the
14 fact that at the VAOC meeting earlier this week, I was
15 re-elected as president for another year, so you will be
16 putting up with me for the coming year. I look forward
17 to it.

18 Just a couple of things to report in
19 dealing with our upcoming events and programs. The fall
20 maintenance work shop is going to be November 7th and
21 8th in Chesterfield County, and anybody would like any
22 information on that, ask Bill Kelly about that. That
23 has been a growing, very popular program, very
24 cost-effective program for a way to be able to provides
25 ongoing training for maintenance technicians throughout

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1 the state.

2 Our spring work shop, our very popular
3 spring work shop will again be held in conjunction with
4 the Virginia Aviation Board meeting in April. It is
5 going to be held again in Staunton at the Stonewall
6 Jackson Hotel. And that will be April 21st and 22nd of
7 2008. And we have changed the format a little bit.
8 Last year, out of necessity, we made if for the Monday
9 and Tuesday of that week, and then going into the work
10 shop after the Tuesday wrap up of the work shop. I mean
11 of the spring work shop. So we are going to do that
12 again this year. It seemed to work out pretty well.

13 Thirdly, I would like to remind the
14 Board that over the past year VAOC and the Board have
15 been working together as part of the airport program
16 manual committee. The Board created that over the past
17 year, and I would like to thank all the Board for VAOC's
18 participation and selection in that particular process.

19 At our annual meeting this past week,
20 the VAOC expressed, the membership expressed a strong
21 support of this process as we have earlier, and we are
22 very have eager to see the work of the committee
23 continue in that matter update as well continue in the
24 months ahead and to wrap that process up. And, in fact,
25 it is going to be an on-going process, but nonetheless

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1 there is a lot of work yet to do; so we are looking
2 forward to getting that started back up again.

3 And finally, I would just like to thank
4 the program committee for this year's conference, and
5 the Department of Aviation staff for another great
6 conference. Thank you.

7 MR. OBERNDORF: Any questions from the Board?
8 From the audience? Thank you.

9 Next we have old business. Do I hear
10 any old business?

11 Hearing none, we will go on to the new
12 business and the allocations.

13 MR. SWAIN: Mr. Chairman, members of the Board,
14 the Director, Mr. Beall, Mr. Page, good morning.

15 I would like to start with Page 4 in
16 your Board package. The Commercial Service Airport
17 Entitlement Funding Utilization Report. As we discussed
18 on Wednesday, you have eight carrier airports that are
19 receiving state entitlement funds. The staff recommends
20 that the Board approve the report submitted by
21 Charlottesville-Albermarle Regional, Lynchburg Regional,
22 Norfolk International, Shenandoah Valley Regional, and
23 Washington Dulles International.

24 MR. OBERNDORF: Do I hear a motion?

25 BOARD MEMBER: Mr. Chairman, I will recommend

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1 approval of the aforementioned Entitlement Funding

2 Utilization Reports.

3 MR. DIX: Second.

4 NOTE: Unable to hear Ms. Radcliff's remarks.

5 MR. OBERNDORF: All in favor?

6 BOARD MEMBERS: Aye.

7 MR. OBERNDORF: Opposed.

8 NOTE: No opposition voiced.

9 MR. OBERNDORF: The ayes have it.

10 MR. SWAIN: Next, if you would refer to Page 14.

11 Indicates the balance of Commonwealth Airport Funds, for
12 balances that you have available for allocation today.

13 In the Air Carrier Reliever

14 Discretionary Fund, you have \$6,471,780.34. In the GA
15 Discretionary Fund, \$3,206,334.04 available for
16 allocation.

17 And, Mr. Chairman, in standing with our
18 past practice, we would just refer to the regions and
19 just go through the summaries of the airport projects
20 and the amounts that the staff is recommending. Of
21 course, if there are any questions, we are still here to
22 answer for that. Shall we just start with Region 1 and
23 go through 7?

24 MR. OBERNDORF: Go 1 through 7. Do I hear a
25 motion on Region 1?

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1 MR. SWAIN: Well, sir, speaking with Mr. Beall,
2 I believe the practice at the last couple Board
3 meetings, he has advised that we should be reading the
4 recommended amount for the record, even though it was
5 discussed the other day, it wasn't on the record of the
6 Board meeting, so if I could, I would go through the
7 recommended projects, state the projects, the amount of
8 state funding. And on the non-recommended we will just
9 state the project, and the funding is irrelevant to some
10 folks.

11 MR. WAGNER: State funding? State the
12 recommended projects and the amount only, and leave it
13 at that.

14 MR. SWAIN: Take no action on the
15 non-recommended fundings. As you wish.

16 MR. WAGNER: (Unable to hear and understand
17 discussion among several Board members)

18 MR. SWAIN: Region 1, on Page 38, there are no
19 Air Carrier Airports for Region 1. These are the
20 recommended projects. And I'm also going to state the
21 Federal, the little 95 percent match, to match our 3
22 percent get those five people, what the Federal funds
23 are. That was the request that came forth.

24 Tazewell County for Airport Drainage

25 Preliminary Design and Environmental Assessment. The

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1 request is for \$1,950. There is a Federal match of
2 61,750.

3 Virginia Tech-Montgomery Executive,
4 Apron Expansion, Phase 2, Increased, Missed Opportunity,
5 requesting 8,853.84. I should state, these are our
6 recommended funding amounts.

7 Lee County. Terminal Area Site
8 Preparation Construction. Recommend \$184,905.60.

9 Lee County. Terminal Building
10 Construction. \$775,889.62.

11 New River Valley. Runway 6-24
12 Rehabilitation Design. \$9,000.00. The Federal match is
13 \$285,000.

14 Virginia Tech-Montgomery Executive.
15 Environmental Assessment, Future Development.
16 \$15,000.00. With a federal match of \$285,000.

17 Virginia Highlands. Land Acquisition
18 for the Wright Equipment Property. \$63,157.00. Federal
19 match is \$2,000,000.

20 Lee County. Fueling System, AVGas Tank
21 Construction. \$115,526.31.

22 And Twin County, AVGas System Pump
23 Upgrade. \$10,620.00.

24 They are recommended projects.

25 On Page 39, the staff is not

CRANE-SNEAD & ASSOCIATES, INC.

- 1 recommending funding for the Virginia Highlands, Acquire
2 Easement for Runway 24, Phase 2.
3 For the Lonesome Pine, Environmental
4 Assessment for Future Development.
5 Virginia Highlands, Land Acquisition
6 Services for Runway 6.
7 Twin County, Runway Safety Area
8 Extension Design.
9 The Lonesome Pine, Fiscal Year 2008 DBE
10 Program Update.
11 The Lonesome Pine, Spill Prevention
12 Control and Countermeasures Plan.
13 Virginia Highlands, Spill Prevention
14 Control and Countermeasures Plan.
15 And the Grundy Municipal, Environmental
16 Assessment for Replacement Airport.
17 MR. DIX: Mr. Chairman, I so move the
18 recommendations be approved for Region 1.
19 BOARD MEMBER: Second.
20 MR. OBERNDORF: All in favor.
21 BOARD MEMBERS: Aye.
22 MR. OBERNDORF: Opposed?
23 NOTE: No opposition voiced.
24 MR. OBERNDORF: The ayes have it for Region 1.
25 MR. SWAIN: Region 2. Page 66.

CRANE-SNEAD & ASSOCIATES, INC.

1 The staff recommends for Shenandoah
2 Valley, Air Carrier and Transient Apron Rehabilitation
3 Design, \$3,000.00 in State Entitlement Funds, with a
4 Federal match of \$95,000.

5 On Page 67, staff recommends for
6 Ingalls Field, on the Runway Safety Area Extension and
7 Obstruction Removal Design Increase, \$950.47. With a
8 Federal match of 31,682.33.

9 On Page 68. Staff does not recommend
10 funding for Ingalls Field Storm Water Pollution
11 Prevention Plan.

12 Does not recommend for the Ingalls
13 Field Secondary Containment Certification Project.

14

15 MS. RADCLIFF: Mr. Chairman, move the staff
16 recommendation for approval of Region 2.

17 MR. WAGNER: Second.

18 MR. OBERNDORF: All in favor?

19 BOARD MEMBERS: Aye.

20 MR. OBERNDORF: Opposed?

21 NOTE: No opposition voiced.

22 MR. OBERNDORF: The ayes have it for Region 2.

23 MR. SWAIN: Region 3 on Page 76.

24 The staff recommends funding for the
25 following:

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1 Leesburg Executive, Land Acquisition
2 Runway 17 RPZ, \$7,500. Federal match of \$237,500.
3 Leesburg Executive, Land Acquisition
4 Services for Runway 17 RPZ and Future Development,
5 \$1,500. With a Federal match of \$47,500.
6 Manassas Regional, the Taxiway Delta
7 Rehabilitation Design, \$3,000. With a Federal match of
8 \$95,000.
9 Stafford Regional, Terminal Area Site
10 Preparation Design, \$63,419.75.
11 Stafford Regional, Terminal Building
12 Design, \$103,455.47.
13 Manassas Regional, Access Road and
14 Parking Lot Rehabilitation Design Construction,
15 \$77,155.20.
16 Manassas Regional, Interior Connector
17 Road Design, \$3,000. With a Federal match of \$95,000.
18 Manassas Regional, East Ramp
19 Rehabilitation and Expansion, Phase 3 Construction,
20 \$90,000. With a Federal match of \$2,850,000.
21 Stafford Regional, Apron Expansion,
22 Phase 2 Construction, \$30,000. Federal Match of
23 \$950,000.
24 And Manassas Regional, Airport Entrance
25 Signage Plan, \$5,540.

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1 On Page 77. Following are recommended
2 for funding:
3 Luray Caverns, T-Hangar Site
4 Preparation Design Construction, \$476,020.
5 Culpeper Regional, Terminal Area Site
6 Preparation Construction, \$418,068.52.
7 Culpeper Regional, Terminal Building
8 Design, \$32,500.
9 Culpeper Regional, Terminal Building
10 Utilities Construction, \$13,176.22.
11 Culpeper Regional, Archaeological Study,
12 Phase 3 and Form C Environmental Assessment, \$8,100.
13 Federal match of \$256,500.
14 Winchester Regional, Land Acquisition
15 RPZ, APR Mini-storage, Parcel 53, \$27,000. Federal
16 match of \$855,000.
17 Winchester Regional, Runway 14-32
18 Rehabilitation and Runway Lighting Upgrade Design,
19 \$6,000. Federal match of \$190,000.
20 Orange County, Terminal Area Site
21 Preparation Design, \$40,000.
22 Orange County, Terminal Building
23 Design, \$94,672. And as a side note, Dr. Wagner found
24 out that the square footage of that terminal building is
25 approximately 8,600 square feet. About fifty percent

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1 office use.

2 The Front Royal-Warren County T-hangar

3 site preparation, Phase 1 Construction, \$432,533.84.

4 Orange County, Land Acquisition for

5 Obstruction Removal, \$15,000. Federal match of

6 \$475,000.

7 Front Royal-Warren County, Land

8 Acquisition Services Environmental Form C, Increase,

9 \$600. Federal match of \$19,000.

10 Luray Caverns, Land Acquisition,

11 Obstruction Removal Runway Object Free Area ,Part 77,

12 Phase 2, \$5,914.20. It has a Federal match of \$187,283.

13 Winchester Regional, T-hangar Taxiway

14 Rehabilitation Design, \$24,000.

15 Luray Caverns, Maintenance Equipment

16 Storage Building Design Construction, \$25,000.

17 And Luray Caverns, Spill Prevention

18 Control and Countermeasures Plan, \$4,752.80.

19 The staff does not recommend funding

20 for the following project:

21 Winchester Regional ,Terminal Building

22 Renovation Design; Luray Caverns, Terminal Building

23 Study. If you will move on to Page 78.

24 Staff does not recommend funding of the

25 Gordonsville Municipal, Fuel Tank AvGas Replacement and

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1 Credit Card Reader.

2 And the Gordonsville Municipal ,Fueling
3 System AvGas Tank Removal Project.

4 That's it for Region 3.

5 BOARD MEMBER: Mr. Chairman, I recommend
6 adoption of the staff's recommendations for Region 3.

7 BOARD MEMBER: Second.

8 MR. OBERNDORF: All in favor?

9 BOARD MEMBERS: Aye.

10 MR. OBERNDORF: Opposed?

11 NOTE: No opposition voiced.

12 MR. OBERNDORF: The ayes have it for Region 3.

13 MR. FRANKLIN: Mr. Chairman, could we move to
14 Region 7? Dr. Wagner may have to run out to save
15 somebody's sight here in a minute.

16 BOARD MEMBER: That would be an oversight.

17 BOARD MEMBERS: Oh-h-h-h (Laughter (Board's
18 remarks is not understood. Talking over top of each
19 other.)

20 MR. SWAIN: Region 7. Starts at Page 167. The
21 staff recommends funding of the following projects:

22 Chesapeake Regional, Obsruction Removal
23 Wetlands Delineation and Cultural Resources Survey Form
24 C Environmental Assessment, \$9,473.68. That has a
25 Federal match of \$300,000.

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1 Chesapeake Regional, Terminal Area Site
2 Preparation Construction, \$314,292.48.

3 Chesapeake Regional, Terminal Building
4 Expansion Construction -- Excuse me.

5 MR. BURNETT: Revisit that Chesapeake State
6 Discretionary amount?

7 MR. SWAIN: Did I read the wrong amount?

8 MR. BURNETT: Please read that again.

9 MR. SWAIN: The Chesapeake Regional, Terminal
10 Area Site Preparation Construction Project, \$314,272.48.

11 Chesapeake Regional, Terminal Building
12 Expansion Construction, \$276,662.74.

13 The next page, the staff's original
14 recommendation was not to fund the following projects at
15 Hampton Roads the Wetlands Mitigation for Runway, Phase
16 1; the Terminal Building Design Project; and the Auto
17 Parking Design Project. As we mentioned on, I believe
18 it was yesterday, obstructions have been mitigated, and
19 there are ample funds to fund this project.

20 BOARD MEMBER: Can you read the amounts?

21 MR. SWAIN: I can't. And I need to refer to --
22 Because one of those is not a typical 80 percent
23 project. On page 176 the amounts requested for Auto
24 Parking Design are \$52,000. The Terminal Building
25 Design \$121,500. For the Wetlands Mitigation for

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1 Runway, Replacement Runway, Phase 1, \$122,666.08. And
2 the Federal match on that project is \$3,884,426.

3 BOARD MEMBER: I will make my recommendations at
4 the end **** cannot hear)

5 MR. SWAIN: Continuing on Page 169. The staff
6 recommends funding the following projects:

7 Tangier Island, Runway, Taxiway and
8 Apron Rehabilitation Construction, \$96,000. Federal
9 match of \$3,040,000.

10 Accomack County, Environmental
11 Assessment Future Development \$3,150. Federal match of
12 \$99,750.

13 Suffolk Executive, Land Acquisition
14 Runway Protection Zone, Phase 2, \$8,011. Has a Federal
15 match of \$253,692.

16 Suffolk Executive, Land Acquisition
17 Services, Runway Protection Zone, Phase 2, \$3,440.85.
18 Federal match of \$108,960.50.

19 Suffolk Executive, Drainage
20 Rehabilitation Design, \$1,895. Federal match of
21 \$60,000.

22 James City County Proposed, Airport
23 Feasibility Study, Phase 1, \$4,957.17. Federal match of
24 \$156,977.

25 And Accomack County, Spill Prevention

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1 Control and Countermeasures Plan, \$3,979.60.

2 The staff does not recommend funding
3 for the Accomack County, T-hangar Site Preparation and
4 Taxiway Design Project. And that is all for Region 7.

5 BOARD MEMBER: Mr. Chairman and the Board, I
6 would like to move, given the understanding we have
7 additional information on clarity of Hampton Roads
8 Executive no longer being restricted by obstruction,
9 ***** Terminal Building Design and Auto Parking Design
10 as was read by you, along with the Department's other
11 recommendation be approved *****.

12 BOARD MEMBER: Second.

13 MR. OBERNDORF: All in favor?

14 BOARD MEMBERS: Aye.

15 MR. OBERNDORF: Opposed?

16 NOTE: No opposition voiced.

17 MR. OBERNDORF: The ayes have it for Region 7.

18 MR. SWAIN: Mr. Chairman, may I just clarify for
19 my benefit, all three projects for Hampton Roads were
20 approved?

21 MR. OBERNDORF: That is correct.

22 MR. SWAIN: All right. Thank you.

23 So back to Region 4? I believe it is.

24 MR. OBERNDORF: Four.

25 MR. SWAIN: Page 115. Region 4. The staff

CRANE-SNEAD & ASSOCIATES, INC.

1 recommends funding.

2 The Hanover County Municipal, Land
3 Acquisition Services for Runway 34 Obstruction Removal,
4 \$145,895.

5 Next page, 116. The staff recommends
6 funding of the following projects:

7 Middle Peninsula Regional, Runway 9-27
8 Rehabilitation and Extension Construction Increase,
9 \$30,641.45. With a Federal match of \$882,813.

10 New Kent County, Master Plan and
11 Airport Layout Plan Update, \$4,737. Federal match of
12 \$150,000.

13 Tappahannock-Essex County, Access Road,
14 Phase 2, Non-AIP Construction Increase, \$142,428.

15 Middle Peninsula Regional, Wetlands
16 Delineation, \$20,730.40.

17 The staff does not recommend funding
18 for the Tappahannock-Essex County T-hangar Site
19 Preparation, Phase 2 Design, Construction Project.

20 Does not recommend for the Lake Anna
21 Runway Widening and Rehabilitation Design Project.

22 That's it for Region 4.

23 MS. RADCLIFF: At some point before the next
24 Board meeting I was wondering if we could get together
25 on the Tappahannock Airport, because this is one of

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1 those things where they cannot *** They are not
2 eligible, ***** And I just want to see what we can do
3 with something, how it is broken down or what we can do
4 to locate, getting some money for that project before
5 ***** I really applaud Essex County, particularly for
6 how they ***airport, and how hard they have worked *****
7 The last thing I want to do is give you any negative
8 reinforcement on that. So I hope we will be able to get
9 together on this. ***** So given that, I would
10 regrettably ask that we approve the staff's
11 recommendation for Region 4.

12 BOARD MEMBER: Second.

13 MR. OBERNDORF: All in favor?

14 BOARD MEMBERS: Aye.

15 MR. OBERNDORF: Opposed?

16 NOTE: No opposition voiced.

17 MR. OBERNDORF: The ayes have it for Region 4.

18 Region 5.

19 MR. SWAIN: Region 5 starts on Page 133.

20 The staff recommends funding of the

21 following projects:

22 Danville Regional, Runway Protection

23 Zone Land Acquisition, excuse me, it should be Land

24 Acquisition for Runway Protection Zone Increase,

25 \$29,921. Federal match of \$947,500.

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1 Brookneal-Campbell County, Apron and
2 Taxiway Rehabilitation Design, \$1,857.09. Federal match
3 of \$58,807.

4 Next page. The staff recommends
5 against funding the following projects:

6 William M. Tuck, Fueling System Apron
7 Construction.

8 Danville Regional, Runway 2-20
9 Rehabilitation Design.

10 William M. Tuck, Access Road and
11 Parking Lot Design Construction.

12 William M. Tuck, Fueling System
13 Relocation and Jet A Tank Construction.

14 That's it for Region 5.

15 BOARD MEMBER: Mr. Chairman, I move approval of
16 the staff's recommendations for Region 5. Also, with
17 the comment, I look forward to receiving proposals from
18 William M. Tuck, particularly as they mitigate their
19 Part 77 obstructions that they are working. So I do move
20 the staff's recommendation for Region 5.

21 BOARD MEMBER: Second.

22 MR. OBERNDORF: All in favor?

23 BOARD MEMBERS: Aye.

24 MR. OBERNDORF: Opposed?

25 NOTE: No opposition voiced.

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1 MR. OBERNDORF: The ayes have it for Region 5.
2 Region 6.

3 MR. SWAIN: Region 6. Page 144. The staff
4 recommends funding:

5 Chesterfield County, Auto Parking for
6 Clear Span Hangars Design, \$98,856.80.

7 Next page. The staff recommends
8 funding the following projects:

9 Mecklenburg-Brunswick Regional,
10 Parallel Taxiway, Phase 2, Paving, Construction,
11 Increase, Missed Opportunity Request, \$2,264.40. That
12 is a Federal match of \$71,706.

13 Dinwiddie County. Airport Layout Plan,
14 Update, \$3,157.00. With a Federal match \$100,000.

15 And Emporia-Greenville Regional,
16 Airport Drainage System Rehabilitation Design, \$37,600.

17 The staff recommends not funding the
18 following projects:

19 Marks Municipal, Land Acquisition for
20 the Marks Property, Multi-year request, \$204,237.20.

21 Excuse me. I'm not reading the unfunded requests.

22 Marks Municipal, Stormwater Pollution
23 Prevention Plan and Spill Prevention Control and
24 Countermeasures Plan,

25 Emporia-Greenville Regional, Spill

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1 Prevention Control and Countermeasures Plan Update.

2 And we have a couple more on Page 146.

3 The staff recommends not funding these

4 following projects:

5 Farmville Municipal, Apron Expansion to

6 Relocate the AWOS, Rotating Beacon and Electrical Vault.

7 Marks Municipal, Land Acquisition, U.

8 S. Army Corps of Engineers Appraisals.

9 Farmville Municipal, Apron Expansion,

10 Relocate Maintenance Equipment Storage Building.

11 Mecklenburg-Brunswick Regional,

12 T-hangar Taxiways Design Project.

13 That's it for Region 6.

14 MS. RADCLIFF: Mr. Chairman, I would like to

15 move that the Board approve the staff's recommendations.

16 BOARD MEMBER: Second.

17 MR. OBERNDORF: All in favor?

18 BOARD MEMBERS: Aye.

19 MR. OBERNDORF: Opposed?

20 MR. FRANKLIN: Mr. Chairman, let the record

21 state, please, that I abstain.

22 MR. OBERNDORF: The ayes have it for Region 6.

23 MR. FRANKLIN: Mr. Chairman, if may I speak to

24 the other projects in Region 6.

25 Mike, just a question. I want to bring

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1 up the Marks Land Acquisition Project, but I want to ask
2 you first of all, obviously the FPCC project is not
3 critical to that land acquisition, I wouldn't think.

4 MR. SWAIN: It's separate.

5 MR. FRANKLIN: Separate. And what about the
6 other question I had, that I didn't have a chance to
7 clarify with you or the sponsor what the impact of the
8 Corps of Engineers appraisal. Is that tied to the
9 property acquisition?

10 MR. SWAIN: I would defer to the planner on the
11 Marks Municipal Project.

12 SUSAN SIMMERS: (Unable to hear)

13 MR. FRANKLIN: So that is tied to the land
14 acquisition, I would think.

15 SUSAN SIMMERS: (Reply is not understood)

16 MR. FRANKLIN: So that is not critical to the
17 land acquisition, would you say?

18 SUSAN SIMMERS: (Remarks are not heard and
19 understood)

20 MR. FRANKLIN: I want to address, if that's the.

21 MR. SWAIN: And Mr. Ricks, if I could just
22 confirm with Susan Simmers. The SPCC, Mr. Franklin.
23 Did I say Mr. Richs? Mr. Franklin, sir, the SPCC,
24 SWTPD, does that have any relationship to the sponsor on
25 either property?

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1 SUSAN SIMMERS: I don't think so.

2 MR. FRANKLIN: Mr. Chairman, as far as the land
3 acquisition is concerned, I'm going to prepare to move
4 to the staff's recommendation on everything except the
5 Marks Municipal land acquisition project. And that is a
6 couple hundred thousand dollars for the next -- They
7 were requestined originally for two years. And they
8 would have in fact with their score, if they have just
9 financed it over three years because of that, they would
10 have qualified for funding for this meeting; but they
11 didn't. And so it isn't.

12 The interesting thing for the members
13 of the audience that don't know the history of this, and
14 it goes back many, many years, Clarksville, Marks
15 Municipal, does not own its property. It sits on
16 property that is owned by an estate of a well known,
17 well connected family, that they really didn't want to
18 go out and condemn property and make everybody mad. But
19 finally after all the -- And one time the Department
20 did, in fact, have the money and was willing to help
21 them purchase the property, but they couldn't get the
22 property owners to sell, which we can't make them do.
23 Now, however, the estate is willing to sell, and the
24 monies just, this project just didn't quite make it.
25 And I believe when we deal with preservation of

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1 airports, that's the reason for this Board. I'm not
2 going to say what I said one time about otherwise you
3 could have a lot of monkeys up here. I'm not going to
4 say that. But I will say that that's the reason for the
5 Board to know the difference. Otherwise, the computer
6 could just do everything. We just do the computer. And
7 it does a great job based on as fair a system as we can
8 have, I think.

9 But I think the reason, Mr. Chairman,
10 that we have this Board is to be able to look at
11 situations like this, and decide whether or not that is
12 kind of a special situation. Personally, I feel like it
13 is.

14 I did notice, by the way, we have been
15 talking about this is \$400,000 and 3.2 million that is
16 available to the Board, Mr. Chairman, this time. That
17 there were two airports that took out almost a million
18 dollars each this time, and I support those projects,
19 because they are good projects. And I don't want to
20 affect those projects in what I'm about to say. There
21 were also just a handful, several other airports that
22 got three to four hundred thousand dollars, some
23 comparable amounts. So the amount is reasonable, I
24 think, for this purchase. And I believe it is a special
25 circumstance, and I believe that we should give Marks

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1 Municipal, or what I call the Clarksville Airport,
2 actually now it's the Clarksville-Boydton Airport
3 Commission. They have established an airport
4 commission, the towns have gotten together. They do
5 have a way to obtain the local funding match, which
6 isn't chicken feed, about a hundred grand on this one I
7 think, or eighty, I guess whichever it is. But in any
8 event I think this warrants being given special
9 consideration by this Board, Mr. Chairman.

10 I would move that we make this project
11 a priority, and also that there has been some concern
12 about safety projects, like obstruction removal, and as
13 many projects like that come up, that would be the only
14 thing that the Board would consider on an individual
15 basis that could take priority over this project.

16 BOARD MEMBER: For future funding?

17 MR. FRANKLIN: For future funding. Not at this
18 meeting. Not to make it today, but in the future, after
19 this funding.

20 BOARD MEMBER: Propose for three years?

21 MR. FRANKLIN: Three years. Yes. That includes
22 the three year proposal.

23 MR. BURNETT: Point of clarification. Are you
24 talking about recommending that we take the total cost
25 of the property, divide it by three, and then each year

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1 spread that cost over evenly?

2 MR. BURNETT: Yes. The sponsor has financing
3 through the VRA over three years.

4 MR. BURNETT: Mike, do you have a number on
5 this?

6 MR. SWAIN: Yes. The state's fare over three
7 years for each year is \$136,158.13. That would be the
8 80 percent. \$136,158.13.

9 MR. DIX: Mr. Chairman, I would like to just
10 make a comment. If we happen to have a project that
11 doesn't go through, and we get a sizable return this
12 year, I would recommend we change that from a three year
13 to take care of it this year. I hate to spend year's
14 money next year and the year following. So if we get
15 something in return, we should consider that.

16 MR. OBERNDORF: Do you want to add that, do you
17 want to make that addition for the record?

18 MR. FRANKLIN: Well, it already has, Mr.
19 Chairman. Excuse me. But I appreciate the gentleman's
20 comment, but, Bob, it already has the, I think it has
21 the intent by saying it will receive a priority; so any
22 monies that would be available after this meeting, it
23 would be eligible.

24 MR. DIX: Yes. But then we are talking
25 specifically on the three year function.

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1 MS. RADCLIFF: If we get 136,000 roughly, a
2 thousand each year for three years, we have projects
3 that are multi-year funding, and that will make an
4 impact on things that are more timely over the next
5 three years. If we continue to pull that money forward,
6 *** long time on --

7 BOARD MEMBER: I would, with all due respect, I
8 think *** keeping it at a level of 136,000 a year,
9 probably *** (Unable to hear and understand)

10 BOARD MEMBER: The sponsors are shaking their
11 heads, so that is okay with them.

12 MR. SWAIN: Couple other clarifications. You
13 know, if we pull back money throughout the year for
14 different reasons, projects coming from unused balance,
15 people not being able to move on their projects, and we
16 pull it back ***** set that money aside, and when it
17 gets up to 136,000 we will issue them a grant.

18 My only concern is, in the interim, as
19 I'm collecting that money, working up to the 136, I do
20 get a safety project. I guess we will bring this up to
21 the Board meeting.

22 MR. FRANKLIN: To the Board, if we have to
23 temporarily side track that enough --

24 MR. SWAIN: We will bring it to your attention.

25 MR. FRANKLIN: You know. The difference there,

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1 if you have a safety project that is a critical
2 obstruction, that's one thing. But let's face it, a lot
3 of these obstructions have been out there, and I know, I
4 have been doing this awhile, and they have been out
5 there for twenty or thirty years. I'm not talking about
6 that kind of project necessarily. I think a project
7 that actually impacts safety, I would think the Board
8 should consider that.

9 MR. BURNETT: At subsequent Board meetings, we
10 will bring it to your attention, others as well.

11 MR. FRANKLIN: Yes, sir. We don't, Mr. Dix had
12 expressed a concern earlier, and I agree with him whole
13 heartedly. We don't want to sacrifice safety at any
14 airport, for any reason, for, you know, nor for that
15 reason.

16 MR. BURNETT: I think I just have one other
17 question.

18 MR. FRANKLIN: Yes, sir.

19 MR. BURNETT: When we multi-year fund a project,
20 even like with Richmond for 37 million dollars over six
21 years, they still had to compete with funds being
22 available. There is always that, there is always in a
23 multi-year funding agreement that has that --

24 MR. FRANKLIN: That's not the intent of the
25 motion.

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1 MR. FRANKLIN: That's a catch phrase that is
2 based on funding available. So in this case, what you
3 are basically saying that this project, say we can't get
4 to it in August, between now and August, next August.
5 It will rise to the top and be inserted below all safety
6 projects? Or do it right to the top?

7 MR. FRANKLIN: Yes, sir. Right to the top. It
8 goes to the top, but we are considering the different
9 project that come up so we can fund those.

10 MR. BURNETT: I just want to -- And I hate to
11 be, ask all these technical questions, but when we get
12 back to the office, I just want to make sure we
13 implement your request correctly.

14 BOARD MEMBER: Mr. Chairman, I thought Cliff's
15 questions were good and necessary questions. This is a
16 priority; it's not a guaranty, though. So, if we don't
17 have the funds, I guess we won't have the funds.

18 BOARD MEMBER: This is if we have the funds.

19 BOARD MEMBER: If we have the funds. Right.

20 BOARD MEMBER: But in all likelihood there is
21 very little chance that we won't have these funds over
22 this period.

23 MR. BURNETT: If there are administrative
24 increases above ten percent, we will bring it back to
25 you, because this, you know, you get into land

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1 acquisition, you know, there is always a little --

2 BOARD MEMBER: Give and take.

3 MR. BURNETT: Shall we bring any increases above

4 ten percent to you; otherwise, we would automatically

5 raise the cost of ten percent has been the policy.

6 MR. FRANKLIN: I agree. They are good

7 questions, and there are things that had to be

8 addressed, but I think the intent of this motion, and I

9 hope the Board's position, will be that we will make

10 this a priority for the next few years to fund it.

11 Mr. Chairman, I call for the question

12 if there is no other discussion.

13 MR. OBERNDORF: Do we have a motion?

14 BOARD MEMBER: I think it was moved and second.

15 BOARD MEMBER: Yes, sir. I made the motion.

16 MR. OBERNDORF: All in favor?

17 BOARD MEMBERS: Aye.

18 BOARD MEMBER: Opposed?

19 NOTE: No opposition voiced.

20 MR. OBERNDORF: The ayes have it.

21 BOARD MEMBER: Mr. Chairman, we read all the

22 rest of them, and I move the approval of the rest of the

23 Staff's recommendation regarding Region 6.

24 BOARD MEMBER: Second.

25 MR. OBERNDORF: All in favor?

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1 BOARD MEMBERS: Aye.

2 MR. OBERNDORF: Opposed/.

3 NOTE: No opposition voiced.

4 MR. OBERNDORF: The ayes have it for Region 6.

5 Thank you very much.

6 We will have the public comment period.

7 We will start it with the presentation of Tappahannock.

8 MEMBER OF AUDIENCE: While they are getting
9 ready, I would like to thank you all so very much for
10 your support today. We wouldn't be here where we are
11 now. Thank you for your continued support. We can't
12 wait to have you at our grand opening.

13 MR. LUMPKIN: While they are getting ready, Mr.
14 Chairman, I would like to suggest that the Board
15 unofficially adopt Cherry Evans as our sponsor.

16 NOTE: Board members make several comments
17 which are not heard and understood.

18 MR. LUMPKIN: Board, thank you for a couple more
19 minutes, and I just wanted to go back through, I have
20 done this a lot, a couple Board meetings, where we are
21 in the new airport, and glad to say this will be the
22 last time, because we will be open at the next Board
23 meeting. We are opening on September 8th. So to
24 quickly go through this. This is the most recent
25 photographs we have had. We have completed almost all

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1 the work. We have a couple minor issues, we are
2 buckling up right now. Next slide.

3 This is the terminal building. It is
4 complete. We have a couple of interior things we are
5 dealing with. You can see we have all the landscaping
6 done. The parking lot is in place. We are ready to
7 occupy this building here in the next week or two.

8 This is a view from basically the end
9 of runway 10, looking back to the terminal building. It
10 is fairly easy to see from the runway area, so everyone
11 certainly knows where to go fairly quickly.

12 This is our fuel farm. You can see the
13 vault and the beacon behind it. The tank was placed
14 this week. It's in place now. This picture is about a
15 week-and-a-half old and the tank was placed on Monday or
16 Tuesday. They are working on wiring it up, getting all
17 the piping in for self-serve AvGas. The tank
18 containment area is on your left, and a fuel truck
19 tender parking and also fuel off-load area is on your
20 right-hand side outside the fence. And that's all for
21 fuel containment.

22 This is our AWOS. Equipment is on
23 site, and they are going to start installing equipment
24 this week; so we will have a weather station on site
25 which will help the approach minimums, which should be

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1 published in the October publication.

2 Give you an idea, coming into the
3 airport. This is coming into, from 360. The terminal
4 area is on your left. It's kind of hard to see the
5 terminal building. The air field area is the clear area
6 off to the right-hand side.

7 The access road looking out to 360. And
8 sometimes it's easier when you go out and actually look
9 at this. This is looking toward 360, both slides, and
10 on the lower right-hand slide you can see a couple of
11 vehicles right on 360, which is great. We have access
12 off a major four lane road going between Richmond and
13 Tappahannock. Next slide.

14 This is the entrance off 360. I think
15 it's of all four of these views. The one in the upper
16 right-hand corner, actually Linda was, instituted this
17 with VDOT. We were able to get VDOT to approve a waiver
18 on the cross-over, so we have a correct left turn or
19 right turn into the main road into the airport; versus
20 what VDOT had originally looking at was a U-turn. You
21 had to come back, and sort of a, not having a very
22 pleasant entrance. You have to go about three quarters
23 of a mile out of your way, so that was a great thing
24 that VDOT allowed us to do. We got a waiver on how
25 close we could put these left-hand turns going towards

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1 Richmond.

2 BOARD MEMBER: Are you going to put up a new
3 sign?

4 MR. LUMPKIN: Yes. Actually, the only thing
5 that is missing here and hopefully this week we do have
6 signs indicating where the airport is, and all that good
7 stuff coming in this week. The contractor is actually
8 manufacturing those as we speak.

9 Next slide. It was sort of fun to be
10 out there about a week-and-a-half ago. FAA brought in
11 their Lear 60 and they did all their flight checks,
12 lights, beacons, and everything else. It was fun to
13 watch the jet come over about 50 feet off the deck
14 several times coming by the airport. It was sort of fun
15 to see that.

16 And just some aerial views. We took
17 our own plane up and just did a couple of 360s around
18 the airport, gives you an idea. The markings are
19 obviously down. 360 is in the upper left-hand corner.
20 Gives you an idea of where we are. Runway 10 is the
21 runway you can sort of see up in the left-hand side.
22 The next one.

23 This is runway 2-8 end, with the turn
24 around. The old tea pot handle we used to call them.
25 It's the turn around at the far end.

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1 Just a couple more aerial views, mainly
2 focusing on the terminal building which is obviously
3 going to be the focal point for the airport, the
4 terminal building with the red roof and cedar siding.
5 It really looks great when you get out there and see it.

6 And just a couple of additional views.

7 And finally, what we have for opening
8 day, which will be September 8th, and the grand opening
9 is early October, we got runway 10-28, 4300 by 75 feet,
10 so it meets that air taxi things that was presented
11 earlier, so we will be able to fall into that category.
12 Partial parallel taxiway, meeting the propensity of
13 runway license fee, the FAA has accepted those and
14 approved those. We do have some taxiway reflectors,
15 rotating beacons, the reels, and everything else you
16 need to see up there. Next slide.

17 And some things still in the works.

18 The GPS approach. Again, October publication from what
19 the FAA says they should be out by than. The T-hangars
20 are going up now and looking for a large hangar site
21 preference in 2008. We have had several inquiries about
22 building a corporate sized hangar on the airport. And
23 we are working with Vernon and his group to get a
24 security audit a complete and look at the security plan.
25 And again, September 8th is when we plan on opening for

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1 the general public, and grand opening celebration is
2 planned for early October. That's it.

3 MR. BURNETT: Do you have an idea what the total
4 cost is?

5 MR. LUMPKIN: Cliff had asked, our total cost
6 right now, we are actually working up the final numbers,
7 is about 13,000,000 with all pots of money coming
8 together.

9 BOARD MEMBER: When will the old airport close?

10 MR. LUMPKIN: The old airport will close as soon
11 as we have the hangars up. There are a couple of
12 aircraft that are cloth, airfact cloth wings and they
13 want it to stay under roof. And once the hangars are up
14 we can move them over. What we are going to do on
15 September 8th is that airport is going to become private
16 use. Based aircraft only, non-itinerants. We are not
17 going to have people getting mixed up on them, and we
18 are going to turn the lights off, so during the night
19 time you won't two airports. And everyone on that
20 airport seems to be okay with that.

21 MR. OBERNDORF: What is the three letter
22 designation on the new airport?

23 MR. LUMPKIN: XSA. Essex County Airport.
24 Although Tappahannock is part of it, we worked with the
25 FAA. The Tappahannock intersection is so close, we

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1 couldn't get CAP. They were concerned about
2 inter-mixing some of that kind of stuff up.

3 MR. OBERNDORF: I think it's really a contrast
4 between this and Lee County. Really, really,
5 tremendous. Thank you very much.

6 BOARD MEMBER: Airport opening.

7 BOARD MEMBERS: (Talking over top of each other)

8 MR. OBERNDORF: This is really nice. It's going
9 to be *****

10 MS. RADCLIFF: (Unable to hear her remarks) ***I
11 think I heard some rumors, are we considering going up
12 there for the October Board meeting? Is that something
13 we can consider?

14 MR. BURDETTE: The October Board meeting may not
15 coincide, but we are looking to see if the governor is
16 available, but since it was real --

17 MS. RADCLIFF: Not necessarily suggesting that
18 it had to coincide with the grand opening. I think
19 Tappahannock --

20 MR. BURDETTE: We can, I believe

21 MR. OBERNDORF: Are there any other public
22 comments at this time? Hearing none. No other Board
23 comments? Any Board members have any further comments?
24 Thank you very much.

25 And we have door prizes. We will do

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1 that before we adjourn.

2 NOTE: At this point, door prizes are drawn.

3 MR. OBERNDORF: I would like to add the Board's

4 thanks for the conference. Everything has been great.

5 And on behalf of the City of Virginia Beach we are very

6 happy to have you here, and hope you come again soon.

7 Hearing no other comments, the meeting

8 stands adjourned.

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